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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECRET

COUNTRY

Poland/USSR

REPORT

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SUBJECT

1. Marshalling Yard, Transloading Station and Military Depots at Zurawica
2. Mostiska Transloading Station

DATE DISTR.

7 September 1954

NO. OF PAGES

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DATE OF INFO.

REQUIREMENT

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REFERENCES

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1. The town of Zurawica (N 49-49, E 22-48), with a population of about 6,000 inhabitants, became a very important railroad transloading station after the war. The town is located about five kilometers northeast of Przemyśl (N 49-47, E 22-47) on one of Poland's major railroad lines, the Silesia-Krakow-Przemyśl-Lvov line. One or two Soviet-gauge railroad lines run from Zurawica to the USSR and one standard line connects Zurawica-Przemyśl-Medyka-Mostiska. The last mentioned place is a railroad station located on Soviet territory. [redacted] about 50 trains travel to and from Zurawica every twenty-four hours, i.e., about 50 trains in each direction. Five passenger trains arrive in Przemyśl daily from the west, and two daily trains were in service between Medyka (N 49-48, E 22-56) and Przemyśl for workers who lived in Przemyśl and were employed at the Medyka railroad station. There was no passenger service between Poland and the USSR over the lines mentioned above. A special pass was required in order to travel to Przemyśl.

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2. There were two railroad stations in Zurawica, namely, a passenger station and a freight station which lay in close proximity to each other (see attached sketch). The passenger station, which consisted of several warehouses and a large loading ramp, handled freight destined for domestic use (na uzytek miejscowy wewnetrzny). The passenger traffic at the station was very small. As examples of the freight handled at this station, Informant cited the following: beets which are destined for Poland's large sugar factory located in Przeworsk (N 50-40, E 22-30); agricultural machinery for kolhozes and peasants, and the produce of kolhozes. The production of the sugar factory mentioned above is allegedly sent to the USSR.

3. The Zurawica freight station had the following installations and buildings in October 1953:

- a. Six well-constructed concrete loading platforms capable of supporting the heaviest artillery guns and tanks. Two of the platforms were about one kilometer in length and were equipped to handle mass transloadings

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of coal, iron ore, sugar, corn, etc. One of these latter mentioned platforms had a Polish-gauge track on the surface and a Soviet-gauge track beneath it, while the other platform had the reverse setup, i.e., Soviet-gauge track on the surface and a Polish-gauge track underneath. All the platforms were operated on three shifts.

- b. A power plant which supplied the electricity for the Zurawica railroad stations. The town of Zurawica received its electric current from the power plant located in Ozet (N 50-33, E 22-05).
- c. Many different sized warehouses, a large dining hall, a cooperative, and several newly constructed buildings for housing Security Police (UB) agents, militia, railroad guards (Straż Ochrony Kolei-SOK) and customs.
- d. A freight yard equipped with several hundred Polish and Soviet gauge tracks which were spread over an area of about 2.5 kilometers in width (see attached sketch). This yard was being enlarged in the direction of Hurko, where preparations were underway to construct a bridge over the San River. The construction of the bridge at Hurko will shorten the transport time between Zurawica and Medyka since all railroad transport from Zurawica to the USSR must now be routed via Przemysl where there is a bridge spanning the San River.
- e. Workshops which were engaged in repairing Polish-gauge locomotives and railroad cars. [redacted] about 1,000 railroad cars and "several hundred" locomotives were waiting to be repaired in October 1953. These workshops employed about 300 workers on a total of three shifts.
- f. Several smaller workshops which were engaged in repairing Soviet-gauge railroad cars and locomotives. About 100 Soviets, including women, were employed in these workshops. The Soviets had their own barracks, kitchen facilities, etc.
- g. Between 10 and 12 liquid fuel reservoirs and a small newly constructed refinery were located in the southern part of the freight station (see attached sketch). Soviet petroleum was pumped into these reservoirs directly from tank cars and was later refined and repumped into these reservoirs.

Large coal piles, stocks of rails and other railroad equipment were located in the freight station.

4. The Mostiska railroad station was being expanded and equipped like the Zurawica freight station. A very small Polish railroad group was employed at this station, but there were no workshops for repairing Polish-gauge rolling stock. A large group of East German railroad workers was also located at the Mostiska station to handle the mass reloading of East German uranium ore which was carried to Mostiska aboard East German trains. No reloading of East German uranium ore was carried out at Zurawica. These East German trains carried Soviet goods on their return trip to East Germany.

5. A large refinery with several underground storage tanks, a foundry for transforming and enriching Soviet ores and a large airfield were under construction in the area in and around the village of Bolestraszyce (N 49-49, E 22-52). [redacted] several thousand people were employed on these construction projects. Residences for military and civilian personnel were also under construction in Sosnica (N 49-54, E 22-53), Malkowice (N 50-40, E 21-12) and Zurawica.

6. Two military depots, called Zurawica Gorna and Zurawica Dolna, were located in Zurawica (see attached sketch). The Zurawica Gorna military depot consisted of newly constructed barracks and several houses which were enclosed by a barbed wire fence about three meters in height. Large stocks of artillery guns and other type guns, some tanks, tractors, etc., were stored at this depot.

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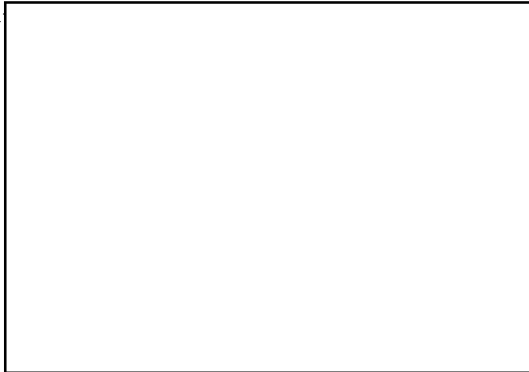
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7. The Zurawica Dolna depot, which was about twice as large as Zurawica Gorna, consisted of barracks and underground storehouses. Such items as tanks, artillery guns, military tractors, and quartermaster equipment were stored in the depot. The military depots and the railroad installations were guarded by two special battalions of soldiers who were billeted in barracks located near the Zurawica railroad station and the Andrzeja Sapiehy park. Some of the soldiers of these battalions were from the 1st Infantry (Kosciuszko) Regiment, located in Warsaw. [redacted] one infantry regiment was stationed in Przemysl.

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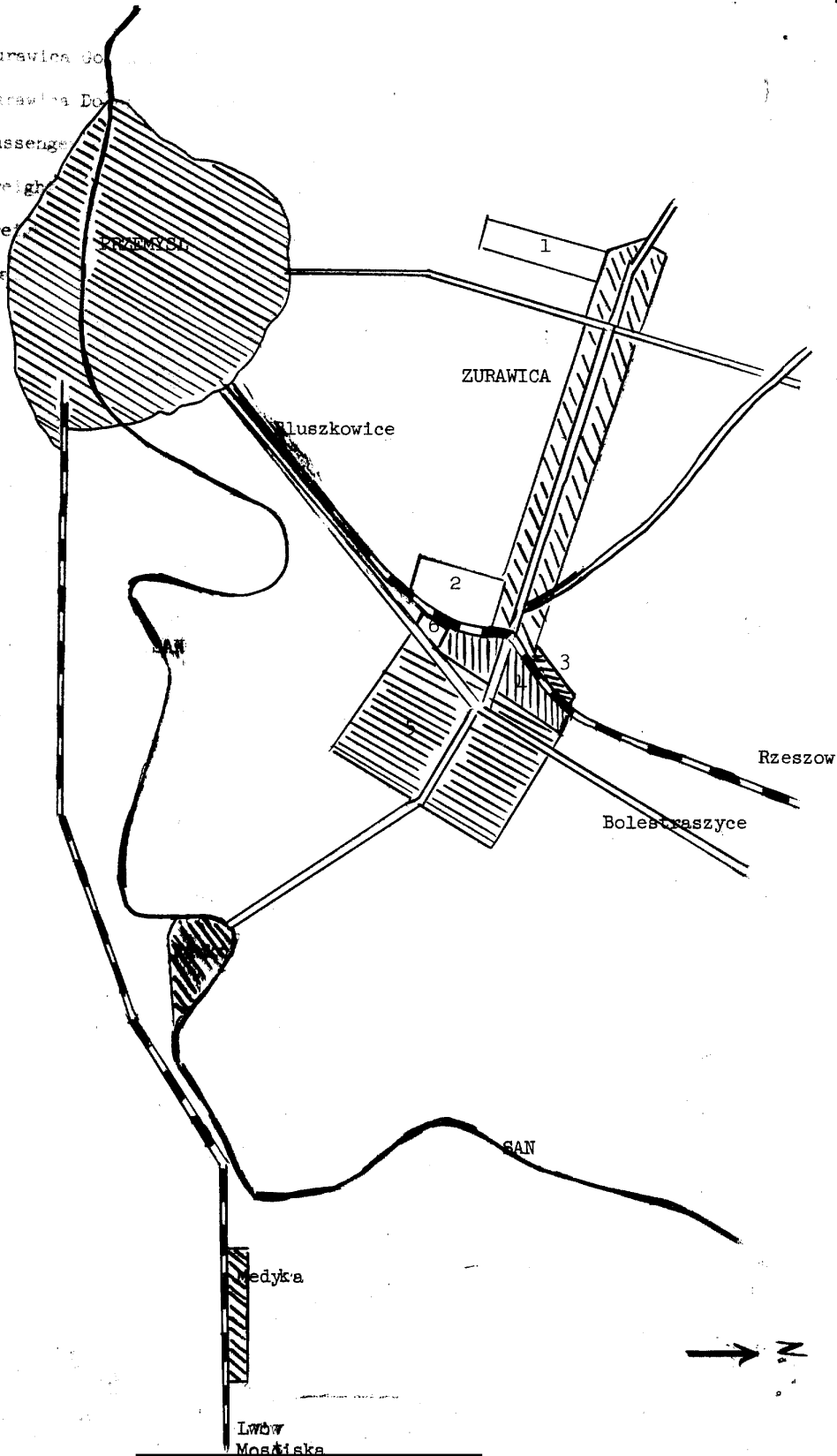
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